

## **Chapter 9**

### **OFF-STREET PARKING AND LOADING STANDARDS**

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**9.1 Purpose** The purpose of this Chapter is to provide regulations which prevent, alleviate, or minimize congestion on public streets, and promote the public safety and welfare through the establishment of minimum requirements for off-street parking and loading improvements in accordance with the use of property and its zoning designation.

**9.2 Scope** The off-street parking and loading provisions of this Chapter apply as follows:

- A. All buildings, structures, and land uses, as well as all modifications of buildings and structures which increase the total floor area or the intensity of use, established and initiated on or after the effective date of these regulations shall be provided with accessory off-street parking and loading facilities as required herein. Any permit for the construction or enlargement of a building or structure, issued before the effective date of this Ordinance, shall comply with requirements in effect at the time of permit issuance.
- B. Whenever the existing use of a building or structure is changed to a new use, parking and loading facilities shall be provided as required for such new use. However, if the said building or structure was erected before the effective date of this Chapter, additional parking or loading facilities shall be required, but only in the amount by which the requirements for the new use would exceed those for the existing use if the latter were subject to the parking and loading provisions of this Chapter.
- C. If a building or structure is decreased in size because of a reduction in the number of dwelling units, floor area, seating capacity, employees or other units of measurement, the required number of parking and loading spaces may be decreased proportionately in accordance with the provisions of this Ordinance.

- D. If a building or structure is enlarged or if a new building is constructed, the required number of off-street parking and loading spaces shall be increased as provided herein, except for properties located within a special service area formed to provide public parking improvements. Non-participating properties within such a special service area, however, shall be required to comply fully with these provisions. (Ordinance Number 09-O-64, adopted October 20, 2009).

### **9.3 General Provisions**

- A. Every development or change in use shall provide off-street parking and loading facilities in accordance with the provisions of this Chapter.
- B. Any application for a permit for a new or enlarged building or structure, or for an expanded or changed use, shall include a site plan drawn to scale and fully dimensioned. The site plan shall depict such new or enlarged building or structure, along with parking and loading facilities necessary to fulfill the requirements of these regulations.

#### **9.3.1 Reserved**

#### **9.3.2 Existing Parking and Loading Facilities**

Accessory off-street parking and loading facilities located on the same lot or parcel as the building being served or the use being served and which existed as of the effective date of this Ordinance may not be reduced in number unless the number of said spaces exceeds the requirements of this Chapter for equivalent new construction. If this is the case, said spaces shall not be reduced below the number required herein for such equivalent new construction.

#### **9.3.3 Permissive Parking and Loading Spaces**

Nothing in this Chapter shall prevent the establishment of off-street parking or loading facilities to serve any existing buildings or uses of land as long as such facilities fully comply with the provisions of this Chapter, except that off-street parking areas accessory to existing multiple-family structures may not be located off the premises containing the main use, unless on adjacent land.

#### **9.3.4 Damage or Destruction**

Any legal conforming building, structure or use in existence on the effective date of this Ordinance which is subsequently damaged or destroyed by fire, collapse, or other causes may be reconstructed, re-established or repaired with or without off-street parking or loading facilities, except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. It shall not be necessary, however, to restore or maintain parking or loading facilities in excess of those required by this Ordinance for equivalent new construction.

#### **9.3.5 Computation of Spaces**

When determination of the number of off-street parking and/or loading spaces required by this Chapter results in a requirement for a fractional space, any fraction of one-half or less may be disregarded and any fraction in excess of one-half shall be counted as one parking space or loading space.

#### **9.4 Joint Parking Facilities**

- A. Off-street parking facilities for more than one building, structure, or use may be combined and provided collectively in any zoning district in which separate parking facilities for each constituent use are permitted. When such combined parking is provided, the overall number of parking spaces may be reduced by ten (10) percent.
- B. For joint parking facilities for separate uses having non-overlapping and non-conflicting parking demands, the required number of spaces for both uses may be reduced by up to thirty (30) percent. Such a reduction shall be approved only if the Community Development Director determines that the reduction will not result in increased congestion or violate the purpose and intent of this Chapter.

#### **9.5 Off-Site Parking Facilities**

When required off-street parking is provided on a lot or parcel other than that occupied by the principal use, it shall be under the same possession or control, either by deed or long-term lease, as the property occupied by the principal use. The owner of the principal use shall be bound by a covenant filed with the McHenry County Recorder of Deeds requiring the owner and the owner's heirs and assigns to maintain the required number of parking spaces during the existence of the principal use, except as permitted herein.

#### **9.6 Use of Parking Facilities**

- A. All parking, storage and display-for-sale of passenger vehicles, motorcycles, commercial vehicles, recreational vehicles, trailers and intermodal containers in any district shall be on an improved paved surface, except as provided for elsewhere in this Ordinance. (Ordinance Number 09-O-64, adopted October 20, 2009).
- B. Major vehicle repair, alteration, or maintenance is prohibited in parking facilities located in all zoning districts.
- C. On property which is residentially used or zoned, parking areas shall be used in accordance with the provisions of this Chapter and solely for the parking of motor vehicles owned by occupants of the dwellings to which such parking areas are accessory or by guests of said occupants. Required parking areas accessory to residential structures shall not be used for the storage of commercial vehicles or the parking of motor vehicles belonging to employees, owners, tenants, visitors, or customers of business, office, or manufacturing establishments. The parking, standing, or storage of semi-trailers, semi-tractors, farm machinery, tractors, and intermodal containers is prohibited in all residential zoning districts, except as provided for herein. No semi-trailer, trailer or any other motor vehicle or intermodal container may be used as an accessory structure in any zoning district except as provided for in Section 9.6.D.
- D. On property within business districts, semi-trailers and intermodal containers may be stored only in an approved loading area and for no more than 1 month. Trailers used for temporary storage during a construction project may be stored only for the duration of the construction project and must be issued a temporary use permit. Motor vehicle storage, display for sale, repair work and service of any kind, except for emergency repairs, shall be prohibited within any required open off-street parking area.

- E. On property within manufacturing districts, semi-trailers and intermodal containers shall not be stored for more than 6 months within any 12 month period. Trailers used for temporary storage during construction may be stored only for the duration of the construction. Motor vehicle storage, display for sale, repair work and service of any kind, except for emergency repairs, shall be prohibited within any required open off-street parking area.
- F. Motor vehicles having a gross vehicle weight of 12,000 pounds (6 tons) or less and/or having a license plate designation of "B" or "D" as defined in the Illinois Motor Vehicle Code may be parked on residentially used or zoned land. Such motor vehicles include, but are not limited to passenger automobiles of the First Division, commercial vehicles, trucks, motorcycles, camping trailers, motor homes, van campers, and towed recreational equipment, and shall be on a paved surface.
- G. Commercial vehicles, including contractor's equipment, having a gross vehicle weight greater than 12,000 pounds and/or having a license plate designation other than "B" or "D" as defined in the Illinois Motor Vehicle Code, but excluding passenger vehicles of the First Division, shall not be parked on residentially used or zoned lots or parcels, except when making a delivery or providing a service.
- H. Recreational vehicles, as defined in the Illinois Motor Vehicle Code and when used privately and not for public or commercial use, having a gross vehicle weight greater than 12,000 pounds, may be parked on residentially used or zoned lots or parcels, provided they do not encroach into required front and/or side yards and are parked on a paved surface. Such vehicles may not, however, be parked over-night in parking lots accessory to commercial or industrial uses. Such vehicles include but are not limited to motor homes, mini motor homes, travel campers, camping trailers, truck campers, van campers, and any towed recreational equipment such as trailers, boats, motorcycles, and snowmobiles.
- I. All recreational vehicles shall have current license plates and be in operable condition. No more than two recreational vehicles may be parked or stored on a residentially used or zoned lot or parcel. No recreational vehicle shall be used for living, sleeping or housekeeping purposes in any zoning district, except in a residential district for a period not to exceed more than 7 consecutive days and no more than 3 times per calendar year.
- J. Definitions of vehicles regulated by this Chapter shall be the same as those contained in the Illinois Motor Vehicle Code, unless otherwise stated herein.

## **9.7 Permitted Accessory Parking**

Accessory parking facilities not on the same zoning lot as the principal use being served may be located in any zoning district except as follows:

- A. Parking facilities accessory to an apartment use shall be located only in the R4 district, except as otherwise approved in accordance with this Chapter.
- B. Parking facilities accessory to a business, institutional, or manufacturing use may be located only in the R4 district when approved in accordance with the procedures set forth in this Chapter and subject to the following conditions:
  - 1. The parking lot shall be accessory to, and used in connection with, one or more non-residential uses located within the R4 district or in an adjoining district.

2. The parking lot shall be used solely for the parking of passenger automobiles.
3. Commercial repair work or service of any kind shall not be conducted in the parking lot.
4. Signs of any kind, other than those designating entrances, exits, and conditions of use, shall not be maintained on said parking lot.
5. Each point of ingress/egress to a parking lot serving such a facility shall be at least 20 feet from any adjacent property located in a residential district, except where ingress/egress is provided from a public alley or public-way separating the residential areas from the proposed parking lot.
6. All parking lots shall be screened from adjoining residential uses by means of landscaping.
7. In addition to the foregoing requirements, said parking lots shall conform to any further requirements and/or conditions prescribed by the City Council for the protection of properties adjacent to and in the vicinity of the proposed parking lot.

## 9.8 Schedule of Required Parking

The minimum number of off-street parking spaces required for specific uses shall be as shown on Table 9.1. For uses not listed in said the table, the Community Development Director shall determine the required number of spaces based on those required for a similar or equivalent use.

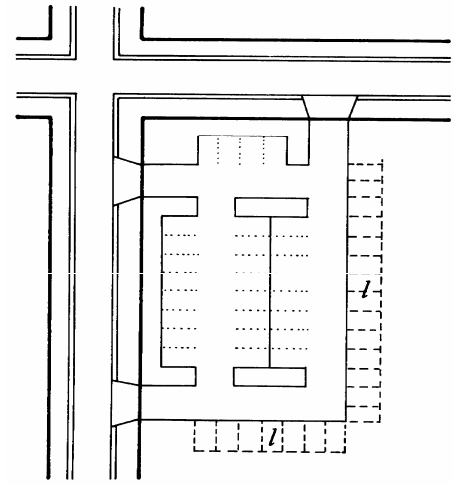
<b>Table 9.1: Minimum Parking Requirements by Use</b>		
<b>Use</b>	<b>Number of Parking Spaces</b>	<b>Required for Each</b>
<b>RESIDENTIAL</b>		
Single family detached residence	2	Dwelling unit
Single family attached residence	2	Dwelling unit
Multi-family dwelling unit	2.5	Dwelling unit (0.5 spaces may be land banked)
Group homes	2	3 bedrooms
Hotel, motel	1.2	Sleeping room (plus required parking for accessory or affiliated uses)
Senior housing - independent living	1.5	Dwelling unit (0.5 spaces may be land banked)
Senior housing – assisted living	0.75	Bedroom
<b>COMMERCIAL</b>		
Offices: general and professional	4	1000 sq. ft. gross floor area
Offices: medical and dental	6	1000 sq. ft. gross floor area
Offices: veterinary	5	1000 sq. ft. gross floor area
Banks	5	1000 sq. ft. gross floor area plus 4 stacking spaces per drive thru lane
Retail: shopping centers	4.5	1000 sq. ft. gross floor area
Retail: furniture, carpet, appliance	4	1000 sq. ft. gross floor area
Retail: building supplies	4	1000 sq. ft. gross floor area
Retail: home improvement center	4	1000 sq. ft. gross floor area
Retail: garden center, nursery	4	1000 sq. ft. gross floor area
Automobile, truck, RV, motorcycle, and equipment sales	5 +4	1000 sq. ft. showroom area per work bay
Automobile service station, including car wash	1 +4 +5	Stacking space per fueling station per work bay per 1000 sq. ft. gross floor area of convenience store
Funeral home	1	3 seats

	+1	space for each funeral home vehicle
Daycare center (child)	1	6 children based on license or permit (pick-up/drop-off spaces may be included)
Daycare center (adult)	1	5 adults (pick-up/drop-off spaces may be included)
Theater	1	3 seats
Restaurant: sit down	1	3 seats
Restaurant: fast food	1	100 SF
	+	6 stacking spaces per drive thru lane
Bars, taverns	1	3 seats
Amusement center, recreational center, roller skating or ice skating	5 or	1000 SF or 1 per 3 seats—whichever is greater
Bowling alley	5 +	Lane plus parking required for accessory or affiliated uses
Health club or fitness center	1	100 sq. ft. of gross floor area
Beauty shop or barber shop	3	Chair or station
Contractor shops (e.g. decorators, plumbers, electricians, exterminators, etc.)	3	1000 sq. ft. gross floor area
Retail or service establishments not listed above	5	1000 sq. ft. gross floor area
<b>INDUSTRIAL, INCLUDING STORAGE, WHOLESALE AND MANUFACTURING</b>		
Wholesale, office, warehouse	4 +1	1000 sq. ft. office area plus 1000 sq. ft. warehouse area (0.5 per 1000 sq. ft. may be land banked.)
Open storage of materials	*	*To be determined by Community Development Director at the time of project review
Warehouse, transfer, storage, distribution	1.5	1000 sq. ft. (0.5 per 1000 sq. ft. may be landbanked.)
Warehouse, including commercial sales to public	4 +1	1000 sq. ft. office 1000 sq. ft. warehouse/showroom/sales area (0.5 per 1000 sq. ft. may be landbanked.)
Self storage	3 +1	Entire use 50 storage units
Manufacturing	2 or 1 +4 +1 +1	1000 sq. ft. of active manufacturing, or per employee, whichever is greater, 1000 sq. ft. of office area 1000 sq. ft. of warehouse area 500 sq. ft. of speculative area (Landbanked spaces may be approved by Community Development Director at the time of project review)
<b>INSTITUTIONAL and OTHER</b>		
Hospital	*	*To be determined based on special use process
Auditorium, stadium, theater, church and other places of assembly	1	3 seats
Elementary school and junior high school	1	3 seats or per every 72 inches of width in main place of assembly
Senior high school	1	3 seats or per every 72 inches of width in main place of assembly
Nursing home	1	3 beds
Museum	4	1000 sq. ft. (2 may be landbanked)
Civic clubs, fraternal lodges	1	3 seats
Outdoor recreation facility	*	*Determined by Community Development Director at time of project review
Kennel	*	*Determined by Community Development Director at time of project review
Subdivision swimming pool, clubhouse	*	*Determined by Community Development Director at time of project review
Drive thru not elsewhere specified	5	Service lane
Uses not specifically listed	*	*As determined by Community

		Development Director thru planned unit development or project review process, based on requirements for similar uses.
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## 9.9 Land Banked Parking Facilities

- A. Land Banking Authorized. Except as permitted elsewhere in this Chapter, the Community Development Director may authorize up to 30 percent of the required off-street parking spaces in a multiple-family, commercial, or industrial zoning district, or for a non-residential use in a residential district, to be left as open space which can be readily converted to parking facilities ("Land Bank"). Such authorization shall occur during the project review process and shall be depicted on a required Parking Land Bank Plan. During the planned unit development approval process, the Plan Commission may approve the land banking of up to 35 percent of the parking spaces required for a planned unit development.

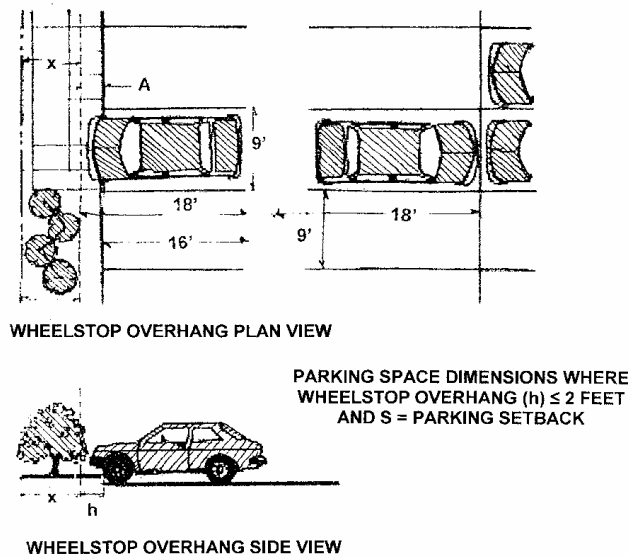


***Land Banking (I)***

- The parking facilities to be constructed and the Land Bank, if converted to parking spaces, must comply with the off-street parking facility requirements of this Chapter at the time the Parking Land Bank Plan is approved. In all cases, the establishment of land banked spaces must be acknowledged in required site engineering plans, and stormwater management systems must be designed and constructed to accommodate all land banked spaces.
- B. Land Bank Plan Required. The owner of the property making a land bank request shall submit a required Parking Land Bank Plan for review and approval by the City Engineer. The Parking Land Bank Plan shall show both full compliance with the parking regulations of this Chapter and the land bank area, and shall depict the reduced number of parking spaces and interim use of the land banked area.
- C. Termination of the Land Bank. The City shall have the right, but not the obligation, in its sole and absolute discretion to require a property owner or successor, at any time to construct all or a portion of the land banked parking facilities, with the Community Development Director providing notice to the Owner that the land banked parking facilities must be constructed and completed within one-hundred-eighty (180) days from the date of said notice.

### **Commentary:**

*The land banking of parking spaces allows for a deferral of the installation of required parking spaces when it is determined that a proposed use will not need the number of spaces otherwise stipulated in this Ordinance. For example, a residential development which serves elderly or challenged individuals may not initially need the number of parking spaces required by Table 9.1. However, if the overall demographic characteristic of the development changes and additional parking is needed, the development has been designed to accommodate the additional parking and it can be installed when needed.*



## 9.10 Parking Space Design

A. Except for parallel parking spaces and handicap parking spaces, required off-street parking spaces shall be a minimum of 18 feet in length by 9 feet in width, exclusive of access drives, driving aisles, ramps, or similar obstructions. At least 16 feet of the parking space length shall be paved, while the remaining 2 feet of length shall be either paved or provided in the form of a curb overhang. The curb overhang may be located within a required side or rear yard setback. If the overhang is provided over a sidewalk, then the sidewalk shall have an additional width of 2 feet. Each off-street parking space parallel to a parking aisle or driveway shall be no less than 10 feet wide and 23 feet in length.

B. Each required off-street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. Aisle widths between parking stall lines shall not be less than the following, unless modified by the City Engineer:

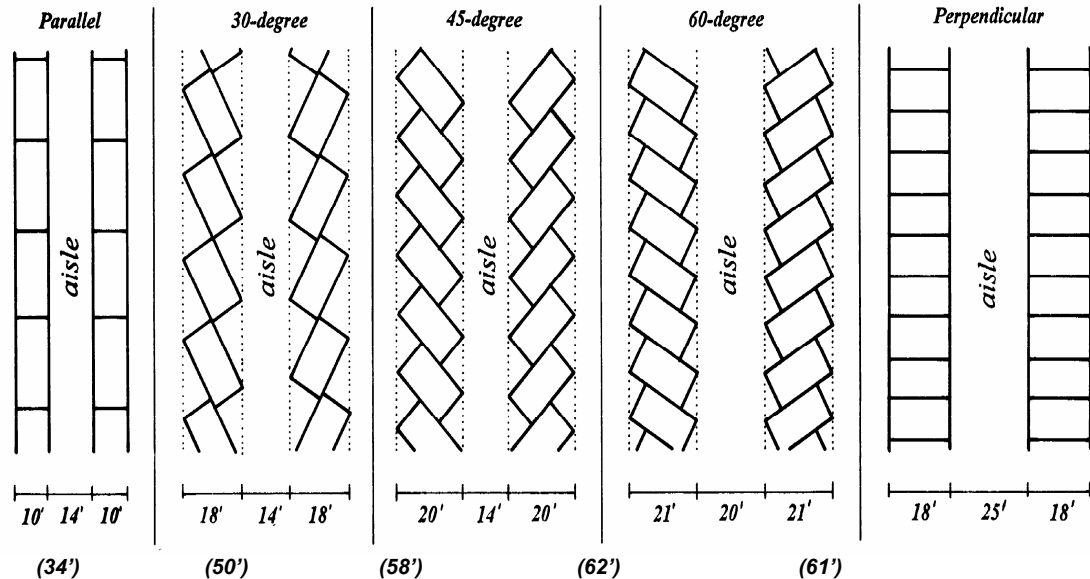
- Twenty-five (25) feet for any aisle designed for two-way traffic;
- Fourteen (14) feet for a single driving aisle abutting a parallel parking space or for parking spaces on a thirty (30) degree or forty-five degree (45°) angle to the aisle.
- Twenty (20) feet for parking spaces on a 60 degree angle to the aisle;
- Twenty-five (25) feet for perpendicular parking spaces on a 90 degree angle.

C. The width of each parking module, i.e., the combined width of the driving aisle and the abutting parking area, shall not be less than the following, unless modified by the City Engineer:

- Thirty-four (34) feet for parallel parking spaces;
- Fifty (50) feet for parking spaces on a thirty-degree angle from the aisle;
- Fifty-four (54) feet for parking spaces on a forty-five-degree angle from the aisle;
- Sixty-two (62) feet for parking spaces on a 60-degree angle from the aisle; and
- Sixty-one (61) feet for parking spaces perpendicular or on a 90 degree angle from the aisle.



### *Minimum Parking Module Dimensions*



C. The width of each parking module, i.e., the combined width of the driving aisle and the abutting parking area, shall not be less than the following, unless modified by the City Engineer:

- Thirty-four (34) feet for parallel parking spaces;
- Fifty (50) feet for parking spaces on a thirty-degree angle from the aisle;
- Fifty-four (54) feet for parking spaces on a forty-five-degree angle from the aisle;
- Sixty-two (62) feet for parking spaces on a 60-degree angle from the aisle; and
- Sixty-one (61) feet for parking spaces perpendicular or on a 90 degree angle from the aisle.

D. For any use which provides 30 or more parking spaces, space and facilities shall be provided for bicycle parking. Such space and facilities shall be located to minimize conflict between bicycle circulation and both pedestrian and motor vehicle circulation.

E. The minimum number of accessible parking spaces required shall be the current standard in the current edition of the Illinois Accessibility Code or as set forth in Table 9.2, whichever is greater.

F. All off-street handicap parking spaces shall be at least 16 feet wide and 18 feet deep, and shall include an eight (8) foot wide diagonally striped access aisle. Adjacent handicapped parking spaces shall not share a common access aisle. All access aisles shall blend to a common level with an accessible route. All handicap parking stalls shall have a vertically installed sign installed in the front center of the parking space. All identification signage shall comply with the Illinois Vehicle Code and Illinois Accessibility Code.

G. Permit applications for the construction of motor vehicle parking spaces or the expansion of existing parking areas shall be referred to the City Engineer for approval of grading plans and/or stormwater management measures, and for a determination of affects on adjacent properties, water courses and public right-of-way.

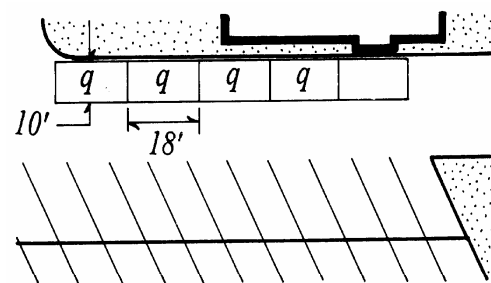
<b>Table 9.2: Required Accessible Parking Spaces</b>	
<b>Total spaces required/provided</b>	<b>Required number of accessible spaces</b>
1 to 20	1
21 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2% of total
Over 1000	20 plus 1 for each 100 spaces over 1000

H. Open and Enclosed Spaces Of the required number of residential parking spaces as established in Table 9.1, the following numbers of spaces per unit shall be completely enclosed on all sides in garages, except as otherwise provided for herein:

1. Single-family detached house (2,000 square feet or larger) 2 garage spaces
2. Single-family detached house (less than 2,000 square feet) 1 ½ garage spaces
3. All other types of dwelling units including, but not limited to duplexes, attached and semi-attached single-family dwellings. 1 garage space
4. Enclosed spaces are not required for multiple-family/apartment structures.
5. Each enclosed parking space shall contain an area of not less than 190 square feet and interior dimensions of not less than 10 feet wide by 19 feet deep. An enclosed garage shall have additional space for entering and exiting said vehicle.

#### I. Queuing Space

Stacking for queuing spaces accessory to drive-in or drive-thru facilities shall have a minimum width of 10 feet and a minimum length of 18 feet, and shall form a single line. Such spaces shall be located so as not to interfere with parking or pedestrian movement and vehicular circulation on the zoning lot or on adjacent public streets, and shall comply with the setback restrictions of Section 9.12.C herein. Such stacking shall not obstruct ingress or egress to the site, shall not obstruct access to required parking spaces or loading spaces, and shall not unduly interfere with pedestrian movement. Such spaces shall not occupy the same spaces as parking or aisles thereto.

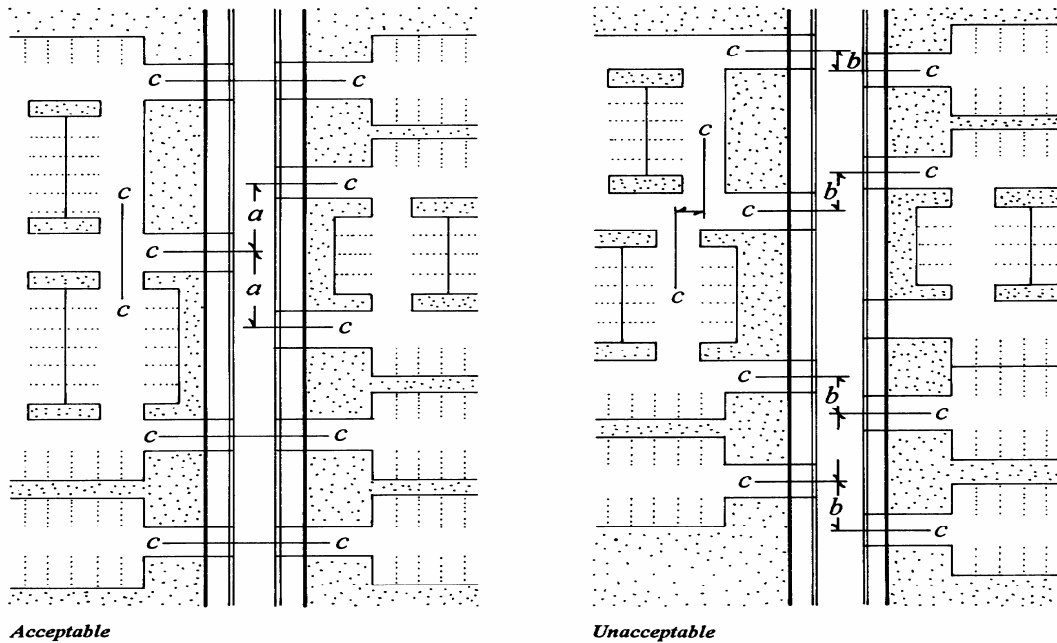


***Queuing Space (q)  
for drive-up window facility***

### 9.11 Access

A. Parking facilities shall be designed with appropriate vehicular access from a lot or parcel to a street or alley. Except as provided for in this Ordinance, no driveway or curb cut in any district shall

exceed 25 feet in width, as measured at the property line, except that entrances/exits used for access to non-residential land uses and divided by curbed medians may each have a width of up to 25 feet.



***Parking Lot and Parking Aisle Alignment***

*Where c = driveway centerline,  
 $a \geq 150$  feet and,  
 $b \leq 150$  feet*

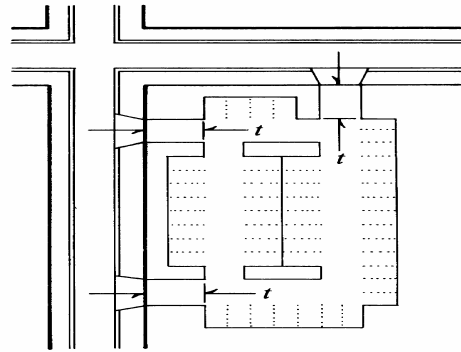
B. Parking lot driveway aisles on opposite sides of an arterial or collector street shall be either aligned or off-set by no less than 150 feet between the centerlines of each opposing driveway. Parking aisles throughout the parking lot shall align as closely as practical in order to create four-way intersections. Shared driveways and access easements between adjoining lots are encouraged to reduce the number of parking lot driveways along public streets.

C. Driveways shall be located as far from the intersecting streets as possible. Driveways located along an arterial road right-of-way shall not be located less than 60 feet from an intersecting right-of-way. Driveways located along a collector road right-of-way shall not be located less than 50 feet from an intersecting right-of-way. Driveways located along a local street or cul-de-sac right-of-way shall not be located less than 30 feet from an intersecting right-of-way.

D. All driveways installed, altered, changed, replaced, or extended after the effective date of this Ordinance shall meet the following requirements, except as provided for elsewhere herein:

- No driveway for vehicular ingress and egress shall exceed 25 feet in width at the right-of-way and 33 feet in width at the roadway in residential districts, except when approved by the City Engineer. (Ordinance Number 09-O-64, adopted October 20, 2009).
- The aforesaid measurements may be adjusted by the City Engineer when additional width is necessary to establish a turning radius large enough to accommodate large vehicles.

E. All parking facility driveways which lead to or from a public right-of-way shall provide a transition space of not less than thirty (30) feet in length from the public right of way to the nearest parking space, an intersecting driveway or parking aisle along said driveway to ensure traffic safety and circulation efficiency.



**Parking Facility  
Driveway/Street Transition (t)**  
Where  $t \geq 30$  feet

## 9.12 Required Setbacks

- A. No parking space or portion thereof, on a lot or parcel without a building, shall be closer to a right-of-way line or access easement than the lesser of (a) the distance from the street to the established building line for properties in the same block, or (b) the front yard setback line required in the underlying zoning district. Further, any wall or fence around a parking area shall be subject to the same street setback requirements as a building or structure. Where the dedication of additional right-of-way is necessary, required parking setbacks may be calculated from the original right of way line, however in no case may parking be located within 20 feet of the new right of way line.
- B. No parking space or portion thereof, and/or paving for parking areas and driving aisles, on the same zoning lot as a building, on land zoned or used for residential activity, is permitted within a required front yard or side yard abutting a street. However, parking in a driveway is permitted in the front yard and side yard setbacks for any single family detached dwelling unit or any single family attached dwelling unit within a residential district, with a maximum driveway width equal to the width of the garage or 25 feet, whichever is greater. Furthermore, parking aisles having a width of no more than 12 feet are allowed in a front yard when used to provide vehicular access to a side or rear yard. A driving aisle having a width of no more than 12 feet is allowed in a front yard or side yard abutting a street when used to provide vehicular access to a side or rear yard. (Ordinance Number 09-O-64, adopted October 20, 2009).
- C. No parking space or portion thereof, parking lot, and/or paving for parking areas and driving aisles, on land zoned or used for multi-family or non-residential activity, is permitted within a required front yard, within 10 feet of a side lot line, within the required side yard abutting a public street for a corner lot, or within 5 feet of a rear lot line, except as provided for herein or when parking facilities are shared among abutting lots or parcels. Parking areas in business and manufacturing districts shall be screened from all residential and estate districts and uses, and from institutional uses.
- D. Paving for a sidewalk or driveway may occur within a required front yard or side yard abutting a street.

## 9.13 Surfacing Improvements

- A. All open off-street parking areas and driveways, except those accessory to single family detached dwellings, shall be improved with 8 inches of compacted gravel base surfaced with 2 inches of bituminous concrete or 6 inches of concrete over a firm base.

- B. Whenever any parking area has 10 or more parking spaces, curb improvements shall be provided for said parking area and any driveways providing access.
- C. All open off-street parking areas and driveways for single family detached dwellings shall be improved with:
  - 1. Four (4) inches of compacted gravel base surfaced with two (2) inches of asphalt, or
  - 2. Four (4) inches of concrete, over a firm base.
- D. These requirements may be amended by the City Engineer based on alternative design factors or when a conservation design development is proposed.
- E. The use of speed bumps or similar speed control devices may occur only with the City Engineer's approval.
- F. The surface of off-street parking and loading areas shall be striped to define each parking space and loading berth. Striping shall be a minimum of four (4) inches in width for the length of each space and shall be painted white. Areas designated as fire lanes and/or as no parking areas shall be painted yellow. Off street parking spaces and aisles shall be designed in accordance with the standards set forth herein unless an alternative design is approved by the City Engineer.
- G. Connections between parking areas and lots serving different principal uses or parcels shall be provided to allow vehicles to travel among adjacent commercial or office uses. Cross-access easement declarations or other recordable documents shall be utilized. The City Engineer may waive this requirement where interconnections are not possible due to grade changes at property lines, physical obstructions on neighboring properties, or similar physical impediments, or where such interconnections are not practical or legally possible.

#### **9.14 Landscaping**

- A. When new off-street parking for 20 or more vehicles is provided, or when an existing parking lot having 20 or more spaces is altered in design or when additional spaces are added, landscaped area equal in size to at least 20 percent of the entire paved surface shall be provided. At a minimum, 60 percent of the required landscape area shall be located internally within the paved parking lot, used to improve site entrance features, and/or installed to serve as a buffer between the parking lot and adjoining properties. A maximum of 40 percent of the required landscape area shall be located around or adjacent to the perimeter of the parking lot.
  - 1. Landscape areas located internally. Landscape islands located internally shall have an area of at least 160 square feet. Each landscape island or individual landscape area must contain a minimum of 1 shade tree or ornamental tree, incorporated with turf grass, perennial ground cover, annuals, dwarf shrubs, and/or compact evergreens. All beds designated as annual beds shall be replanted on a yearly basis or subsidized with turf grass or perennial ground covers. Alternative landscape designs which meet the intent of this Chapter or emphasize the installation of native plant species may be approved by the Community Development Director.

2. Landscape areas located externally. An area no more than 10 feet from the edge of the paved surface may be considered part of the required landscape area. Shade or ornamental trees shall be no more than 50 feet apart and at least 50 percent of the total perimeter landscape area shall have plant materials such as dwarf shrubs, compact evergreens, or hedge materials including but not limited to intermediate shrubs or upright compact evergreens. Annuals or perennial ground cover may be incorporated into these beds. Foundation plantings or ground sign plantings are not part of the required external landscape area. The location of landscape materials in public right of way must be approved by the City Engineer.
  3. Condition of plant materials. All plant materials serving a parking lot shall be maintained in a healthy condition and shall be pruned to maintain visibility between a height of 3 feet and 7 feet, except where the lack of such visibility does not create a hazard to drivers or pedestrians. Each landscaped area shall be designed and planted in such a manner as to reasonably protect the plants from being struck by motor vehicles. The Community Development Director shall notify the owner of a parking lot when there is a failure to maintain plant materials. Plant materials shall be restored and maintained, or a new landscape plan submitted and approved, within 30 days. Additional time to comply with this section may be approved by the Community Development Director based on seasonal or inclement weather conditions.
  4. When a parking lot is located across a public right-of-way and across from the front plane of a residential use or non-residential use, it shall be screened or buffered parallel to the right-of-way as follows:
    - If opposite a residential use 100 percent of the parking lot frontage (excluding curb cuts), shall be landscaped to a minimum height of 3 feet.
    - If opposite a non-residential use 50 percent of the parking lot frontage (excluding curb cuts), shall be landscaped to a minimum height of 3 feet.
  5. When a parking lot is located adjacent to a residential use, it shall be screened or buffered in accordance with the City's approved project review regulations and standards.
- B. Lighting. All open off-street parking areas, other than parking for single family attached or detached family homes, shall be lighted. Such lighting shall conform to the following standards:
1. Lighting fixtures shall be arranged to reflect light downward and away from residential properties with the light source not visible.
  2. All electrical cable shall be placed underground and shall be installed as per adopted building codes.
  3. All lighting system designs shall be reviewed for consistency with the City's approved project review regulations and standards and be approved by the Community Development Director.
- C. Drainage. All off-street parking facilities shall comply with applicable City Ordinances pertaining to storm water management.

- D. **Parking Facility Design Review.** The design of all parking lots shall proceed through the project review process to verify compliance with applicable design and appearance review guidelines.

### **9.15 Parking Space Location**

Off-street parking spaces and facilities shall be located as specified herein. Where a distance is specified, such distance shall be measured from the nearest point of the parking area to the nearest entrance of the building which said parking area serves.

- A. **Single family detached dwellings:** On the same zoning lot or parcel as the building served.
- B. **Single family attached dwellings:** On the same lot or parcel as the building or buildings served. For purposes of complying with this requirement, a group of attached dwellings constructed and maintained under single ownership or management is considered to be on a single lot or parcel.
- C. **Apartment houses containing 4 or more dwelling units:** On the same lot or parcel as the building served, or on a separate lot or parcel not more than 300 feet from the nearest entrance to the main building or buildings served, provided the lot or parcel used for parking is located in the same or a less restrictive zoning district.
- D. **Rooming houses, lodging houses, clubs, hospitals, and sanitariums, homes for the aged, dormitories, group dwellings, and similar uses as determined by the Community Development Director:** On the same lot or parcel as the main building or buildings served, or upon land contiguous to the lot or parcel which contains the building or buildings served.
- E. **Uses other than those specified above:** On the same lot or parcel as the main building or buildings served, or on a separate lot or parcel not more than 1,000 feet from the entrance of the main building or buildings, provided the lot or parcel used for parking is located in the same or a less restrictive zoning district.

### **9.16 Non-residential Loading Spaces**

- A. **Location.** All required off-street loading spaces for non-residential activity shall be located on the same zoning lot as the use served. No loading space for vehicles over 2 tons capacity shall be closer than 40 feet to any property in a residential district unless completely enclosed by building walls, or a uniformly solid fence or wall, or any combination thereof, not less than 6 feet in height. No permitted or required portion of a loading space shall be located within 35 feet of the nearest point of intersection of any two streets. Yards. Off-street loading spaces in industrial, business or office districts may be located in required rear or side yards, except no loading space may be located within 40 feet of adjacent residential districts. No off-street loading space in any zoning district may be located within a required front or side yard abutting a street.
- B. **Description.** Unless otherwise specified, a required loading space shall be at least 12 feet in width and at least 45 feet in length, exclusive of aisles and maneuvering space, and shall have a vertical clearance of at least 14 feet.
- C. **Construction and Surfacing.** The construction design of all off-street loading spaces and access thereto, shall be reviewed by the City Engineer to determine that they are constructed

in accordance with applicable City standards. A concrete surface shall be required for each loading space which serves a dock, ramp or elevator.

- D. **Circulation and Access.** Off-street loading areas shall be so designed as to not require the use of any arterial or collector street for maneuvering space into or out of the loading space. Adequate space to accommodate the turning radii of trucks and trailers, exclusive of any parking spaces and landscaping shall be provided.
- E. **Use of Off-Street Loading Facilities.** Space allocated to any off-street loading space shall not also be used to satisfy the space requirements for any off-street parking facilities or portions thereof.
- F. **Central Loading.** Off-street loading spaces for separate uses, different buildings, structures or uses, or for mixed uses, may be provided collectively in any zoning district in which separate loading spaces for each constituent use would be required, provided that the total number of loading space so located together shall not be less than the sum of the separate requirements for each use.

#### **9.17 Schedule of Required Loading Spaces**

The number of required loading spaces for uses in specific zoning districts shall be as set forth in Table 9.3, unless alternate measures are approved by the Community Development Director. In calculating the total number of spaces required, the following shall apply:

- A. For uses or buildings, including accessory buildings, having a combined floor area of not more than 20,000 square feet, the number of loading spaces shown in Column 1 of said Table 9.3 shall be required.
- B. For uses or buildings, including accessory buildings, having a combined floor area greater than 20,000 square feet, but not more than 50,000 square feet, the number of loading spaces shown in Column 2 of said Table 9.3 shall be required.
- C. For uses or buildings, including accessory buildings, having a combined floor area greater than 50,000 square feet, but not more than 100,000 square feet, the number of loading spaces shown in Column 3 of said Table 9.3 shall be required.
- D. For uses or buildings, including accessory buildings, having a combined floor area of greater than 100,000 square feet, the number of spaces shown in Column 3 of Table 9.3, plus the number of spaces shown in Column 4 of said Table 9.3, for each additional 100,000 square feet, or major fraction thereof shall be required.

<b>Table 9.3: Required Number of Loading Spaces</b>				
<b>Zoning District/Use</b>	<b>Per first 20,000 s.f. (Column 1)</b>	<b>Per first 50,000 s.f. (Column 2)</b>	<b>Per first 100,000 s.f. (Column 3)</b>	<b>Per each additional 100,000 s.f. (Column 4)</b>
<b>Residential Districts</b>				
▪ Health care uses	-	1.0	2.0	1.0
▪ All other uses	-	1.0	1.0	1.0
<b>Business Districts</b>				
▪ Automotive	1.0	2.0	2.0	1.0
▪ Commercial recreation	-	1.0	1.0	0.5
▪ Commercial service	1.0	2.0	2.0	1.0



▪ Financial service	-	1.0	1.0	0.5
▪ Food service	1.0	1.0	2.0	0.5
▪ Office	-	1.0	1.0	0.5
▪ Personal service	-	1.0	1.0	0.5
▪ Retail	1.0	1.0	2.0	1.0
▪ All other uses	-	1.0	1.0	1.0
<b>Manufacturing Districts</b>				
▪ Agricultural uses	1.0	1.0	1.0	1.0
▪ Business uses	1.0	1.0	1.0	1.0
▪ Commercial recreation	1.0	1.0	1.0	1.0
▪ Commercial service	1.0	2.0	1.0	1.0
▪ Manufacturing	1.0	2.0	2.0	1.0
▪ Transportation uses	1.0	2.0	2.0	1.0